

# Memorandum

Date: July 13, 2016

To: Urban Village Development Commission

CC: Richard Rawlings, Polygon Homes Northwest  
Nick Abdelnour, Polygon Homes Northwest

From: Mike Martin, DSD Associate Planner  
Lucy Sloman, DSD Land Development Manager  
Dan Ervin, DSD Engineering Consultant

Subject: Westridge North Townhomes – Site Development Permit: SDP16-00001

In response to the UVDC's questions and comments at the June 21, 2016 Public Meeting, Staff is providing the following information:

## 1. Local Park

**Issues:** The UVDC requested that additional details be provided concerning the design and proposed amenities and maintenance responsibilities for the Local Park. The Applicant has prepared updated design and amenity concepts as shown below.

**Staff:** The design criteria for the Local Park per Appendix U of the Development Agreement is addressed in the following excerpts:

*"Local parks are park areas designed to provide passive unstructured use and/or play areas for nearby residents and or/employees. A local park is distinguishable from a vest pocket park because it is larger and provides either bigger or greater number of use areas..." ...*  
*"The following examples of possible types of improvements in a local park are:*

- a. Children's play area
- b. Multi-purpose open space such as areas for volleyball, informal softball or soccer, kite flying, picnicking, etc.
- c. Multi-purpose paved area such as for basketball, tetherball, a tennis backboard, painted chess board, etc.
- d. Picnic area,
- e. Exercise course
- f. Trails

*Excerpt of Local Park as shown on Sheet P6 of the Staff Report:*



IMAGES: OPEN SPACE ELEMENTS (CONCEPTUAL)



SHELTER



SHELTER WITH PLAZA



SEAT WALL WITH PLANTING/VENT SCREENING



RAISED GARDEN BED WITH SEAT WALL



RAISED WALLS WITH LIGHTING



FORMAL GARDENS WITH INTEGRATED PATHS



PLAY ELEMENTS

As detailed in the Staff Report drawings; and, as shown in the updated depictions below, the park design and amenities as proposed are generally consistent with the requirements of the Development Agreement. Lastly, per Condition 53 below, Staff will review the final proposed design through an Administrative Site Development Permit prior to the construction of the Local Park.

**Condition 53:** An application for an Administrative Site Development Permit must be submitted and the permit approved by the Development Services Department and the Issaquah Highlands Community Association prior to construction of any elements of the Local Park.

#### B. Maintenance Responsibility.

The Local Park will be owned and maintained by either the Issaquah Highlands Community Association or by the independent homeowners association for the project. Regardless of who owns and maintains the park, it will remain open to public access via a public access easement which must be recorded prior to occupancy of any building.

**Applicant:** The Applicant concurs with Staff's response and conclusion. A new, more detailed concept plan for the neighborhood park has been provided to further illustrate the scope and scale of the park program (see below). This concept plan will be further refined with the Architectural Review Committee and City Staff during permit plan review.



*REVISED Local Park Concept*

**Conclusion:** Staff does not propose any changes to the recommended Conditions of Approval.

## 2. Parking

***Issues:*** The UVDC requested that the parking counts as shown in the Staff Report be revised to account for site incumbrancers such as fire hydrants, driveway cuts or other surficial elements that may reduce the actual amount of on-street parking provided with the project. Bike parking should be thoughtfully located throughout the project.

Staff: The parking counts were shown in the Staff Report as follows:

Required Parking Space	Total Required Spaces
109 units x 2 stalls per unit	218

On-site Parking Provided	Spaces
Tandem spaces (one space on driveway and one space in garage)	78
Double Car Garage and Double Car Driveway	280
<b>SUB-TOTAL ON-SITE PARKING</b>	<b>358</b>

Street Parking Provided	Spaces
Character Street Parking	29
Sub-Collector 1 Street Parking	54
<b>SUB-TOTAL ON-STREET PARKING</b>	<b>83</b>

Parking Space Summary	Spaces
Total Parking spaces required	218
Project parking, on-site	358
Project parking, off-site	83
<b>Total Parking Spaces Provided</b>	<b>441</b>
<b>Difference (parking above required)</b>	<b>223</b>

The above parking counts for "Project parking, off-site" included some on-street stalls which are located on the outside perimeter of a street. For the sake of accuracy, Westridge Townhomes I is providing 53 stalls within streets immediately adjacent to the project. Additionally, approximately 80-95 additional stalls will be constructed on the opposite sides of streets which are constructed with this project, but which are not factored into the total parking count for stalls associated with the development.

**In conclusion, the project itself will provide 411 stalls** (358 on-site stalls and 53 off-site (on-street) stalls. This is 1.8 times the minimum amount of required parking. An additional 80-95 stalls will be constructed with the project but are not counted toward the total parking provided by the project. **In total, 491-506 stalls will be provided at project build-out.**

*What will the impact of parking from Swedish have on the newly available on-street parking?*

It is unknown whether or not patrons and staff of Swedish Hospital would utilize the newly created on-street parking. As the roads within the project are proposed as Right-of-Way, they would be publicly accessible to all users. As such, it is possible that patrons and staff of the hospital could park on the new roads.

As a side note, Swedish Hospital received an ASDP (ASDP15-00008) on January 4, 2016 to construct a temporary parking lot for up to 308 parking spaces. The work to construct the temporary lot is recently completed and the parking lot is now open for use.

### Bike Parking

The Issaquah Highlands standards require one bike parking space for each 12 vehicle parking spaces provided, which with the current proposal would result in 37 spaces.

Bicycle parking is shown at the open space, though stall quantity isn't provided. Some bicycle parking should be covered, such as within the individual garages where the majority of bike parking will likely be; however, there should be some public bike parking available at public spaces such as primary open space area as shown on Sheet P2 of the plan drawings. Bicycle racks must be placed so that when they are fully loaded, the bikes are accessible and surrounding walkways and landscape are not impacted. Further review will occur with construction permits. Bike parking is also addressed in Condition 40 below:

**Condition 40:** The proposed land uses currently generate the need for 37 bike parking spaces; the number of required bike parking spaces may be modified based on the final parking count. Most of the bike parking will be located within individual garages, but some bike racks should be provided throughout the site. The bike racks should be positioned to not block sidewalk, walkways, entrances, etc... as well as to function when full of bicycles; the racks should likewise be accessible when adjacent activities, such as parking are occurring. Final bike rack locations must be shown on Building or Utility (e.g. landscape) Permit.

**Applicant:** The Applicant concurs with Staff's response and conclusion. An updated Circulation Exhibit (Sheet P 2) has been included to illustrate the number and location of site bicycle parking equipment. Conceptually, 22 locations are planned, with parking for 44 bicycles on a rack style illustrated on the Circulation Exhibit.

**Conclusion:** Staff does not propose any changes to the recommended Conditions of Approval.

### **3. Trails and Public Pedestrian Access and Safety**

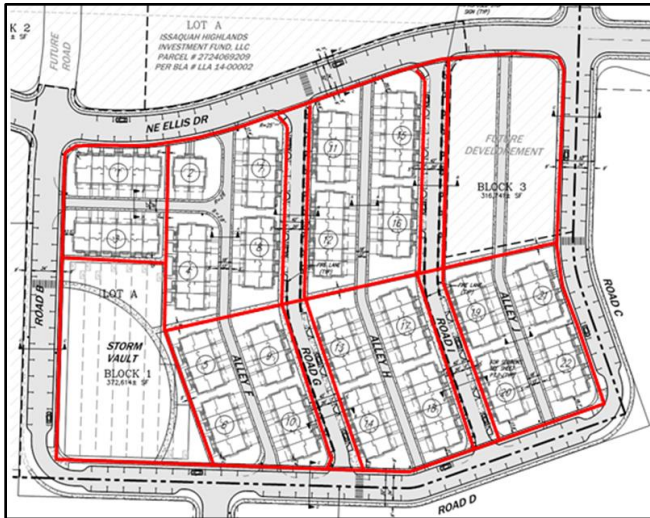
***Issues:*** Will all sidewalks and trails be publicly accessible and how will their respective designs convey that all users are "welcome"? How will pedestrians be protected at the various pedestrian crossings within the project?

#### **Staff:**

A. All sidewalks and trails within the project will be publicly accessible as they located on public right-of-way, or because Public Pedestrian Access Easements are required.



*Public pedestrian access will be provided in the locations indicated below:*



B. All internal trails (Neighborhood Trails and the Feature Pedestrian Way) are required to possess design elements to indicate that they are publicly accessible and inviting.

This issue is addressed on Page 31 of the Staff Report:

*"Landscape borders of 4 ft and 8-16 feet in width are required on each side of the Neighborhood Trails and Feature Pedestrian Way, respectively. **The purpose of the borders is to ensure that trails are pleasant and that fences or other elements are not constructed resulting in a trail that feels like a "gauntlet."** In general, the Urban Design Guidelines indicate the trails should be integrated into the adjacent area. The purpose of landscape borders is to ensure that the pedestrian environment is varied and interesting."*

The Neighborhood Trail entrance that connects with NE Ellis Drive (between Buildings 1 and 2) was specifically identified by the UVDC as a location where there was concern that the trail may not feel inviting to the public. As standard landscape borders are a requirement based upon the trail standards, a new condition is not necessary as the inclusion of the required trail borders will be verified during the review of the construction permits. The image below shows a similar project in Issaquah Highlands where a Neighborhood Trail intersects with a public sidewalk:



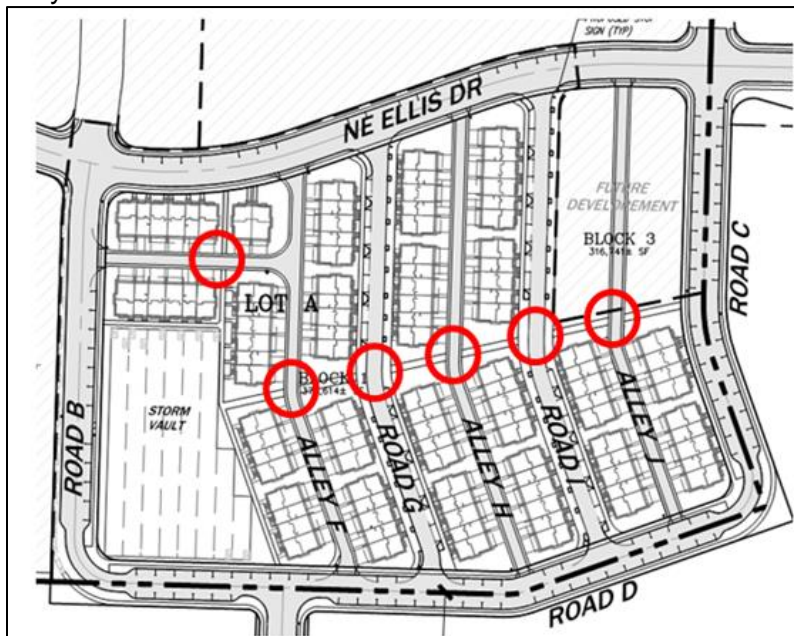
*Example of Neighborhood Trail route between buildings*



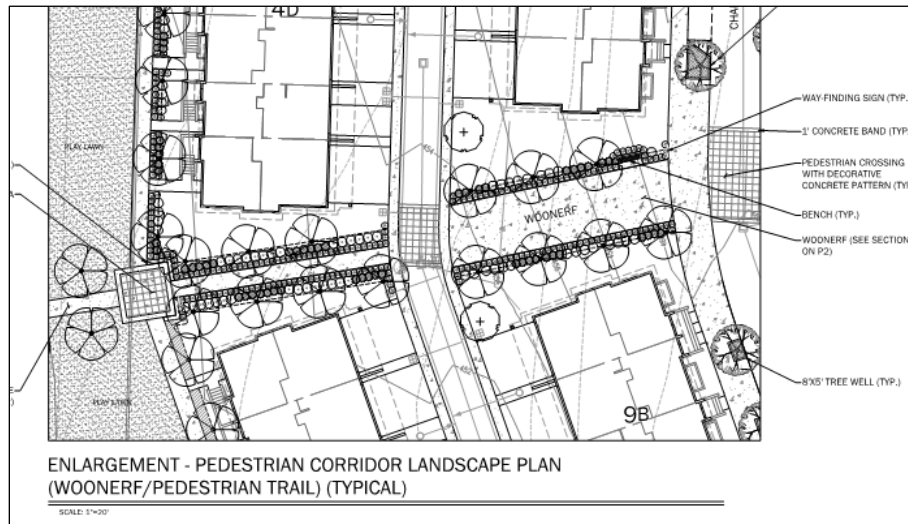
*Examples of a Feature Pedestrian Way*

C. Pedestrian safety at pedestrian/vehicular intersections.

The image below shows the locations where pedestrian crossings occur at the streets and alleys internal to the site.



Per Conditions 9 and 41 below, the crossings as shown above will have design characteristics and landscape restrictions to make pedestrians visible to drivers and to indicate to drivers that are at a pedestrian crossing.



*The above excerpt from Sheet P3 of the Staff Report plan drawings shows decorative pedestrian crossings as required per Condition 9.*

**Condition 9:** Designated pedestrian paths and trails which cross vehicular routes, drives, access routes, etc... shall be designed to draw the driver's attention to the possible presence of pedestrians. This condition would be met, for example, through the use of pedestrian tables, changes in material (e.g. concrete, pavers; not solely paint or striping), etc... Emergency vehicle routes shall not use raised crosswalks. This will be reviewed with Utility Permits.

**Condition 41:** Landscape for use along streets and alleys shall be located or height restricted to ensure it will not interfere with emergency services or waste collection trucks.

**Applicant:** The Applicant agrees with Staff's responses and conclusion.

**Conclusion:** Staff does not propose any changes to the recommended Conditions of Approval.

#### 4. Project Phasing and Entitlement

**Issues:** Why is the block at the northeast corner of the project not included with the Site Development Permit Application? Will the UVDC have an opportunity to review future development that occurs on this piece of land?

**Staff:** Staff defers this response to the Applicant. See below.

**Applicant:** The Applicant will expend the existing approved entitlements for residential development on the former Microsoft Property with the development of this Westridge Townhome I project, and two single family projects. Otherwise, The NE corner block would have been included with this proposal.

Through the use of 100 "TDR" units (transferable development rights) that were purchased, the Applicant intends to build 21 townhome units in four buildings on the block in question,



together with 80 townhome units north NE Ellis Dr. These additional units will be processed as a second townhome SDP, with UVDC review and approval.

The TDR units are not available for use in the Issaquah Highlands as of the date of the Memo as the impacts of the additional development have not been evaluated. The TDR units cannot be used until a formal City process occurs which permits the residential units for use within Issaquah Highlands. As part of the formal process, capacity analyses must be performed to demonstrate that sufficient infrastructure (traffic, water, and sewer) exists to support the additional development. If sufficient capacity is not available, additional mitigation would be required.

The Applicant intends to construct the block at the NE corner of this site to match the design and character of this Westridge Townhomes I project, once the TDR entitlements have been approved.

Conclusion: Staff does not propose any changes to the recommended Conditions of Approval.

## 5. Building Design

**Issues:** The end unit of Buildings 2 and 4 will have substantial visual prominence from adjacent pedestrian facilities and should be included into the buildings that require additional architectural treatment per Condition 42.

**Staff:** Staff agrees that the end units of Buildings 2 and 4 should be require additional architectural treatments as set forth in Condition 42 and recommends revising the condition as stated below. As a result, two additional units will require additional treatment as indicated by the units shown in green below.



*Units where additional façade treatment is necessary per Conditions 41 and 42*

Applicant: The Applicant agrees that the highly visible “ends” of buildings should include design elements that create a welcoming façade as viewed from the public ROW. The Applicant will work with the Architectural Review Committee and the City to meet the proposed condition(s).

Conclusion: Staff recommends revising Condition 42 as follows:

**REVISED CONDITION 42:** The end units of any buildings which face a streets or trails shall be designed with features that provide differentiation such as varied types of colors materials and architectural embellishments such as windows, shutters, porches, private courtyards, patios, etc. This condition applies to ~~all buildings.~~ the end units (both ends) of Buildings 1-4 and the street or trail facing units for all remaining buildings (Buildings 5-22).

## 6. Edits (future projects)

**Issues:** Provide clarification of Condition 41. Additionally, an error was discovered by Staff for Condition 53.

Staff: Staff proposes to revise Conditions 41 and 53 as follows:

**REVISED CONDITION 41:** To accommodate architectural features consistent with the goals and guidelines, where there are leftover landscape areas between the ends of the buildings and the adjacent sidewalk or trail, appropriate building elements (such as additional rooms, covered terraces, or similar covered space) shall be employed so that the building extends toward, and engages with, the trail or sidewalk. ~~buildings with leftover landscape areas between the building ends and the sidewalk or trail shall extend appropriate building elements toward the street.~~

Condition 53. Condition 53 errantly refers to the Neighborhood Trail as a Neighborhood Walk. Condition 53 should be revised as follows:

**REVISED CONDITION 53:** Neighborhood Walks Trails shall be a minimum of 6 feet in width and shall be constructed with concrete.

Applicant: The Applicant agrees with Staff’s response and conclusion.

Conclusion: Staff recommends revising Conditions 41 and 53 as stated above.